

year, and as the proceeds of the sale have to be expended in the year, it is more generally established that the recommended that any balance remaining at the close of the preceding year be paid to the deficiency of the next following year.

The maximum amount of money that can be borrowed by the corporation is \$50, and the restriction to any one person is not less than \$1 removed, retaining the present minimum fee.

The owner of a lost certificate, to obtain a duplicate, must first make a statement, under oath or affirmation, of its loss or destruction, and then pay to the treasurer by whom it was payable a certificate that the original is not and will not be paid. These conditions are not to be waived, even in the case that they compel him to pay the customary fee to the officer administering the oath. The cost of a replacement is fixed to be the cost of a payment of second fee for the duplicate order.

The loss of orders is seldom charged to the corporation, but the loss of a

It will be seen by reference to the accompanying report of the Auditor of the Treasury, that the Government has given the special attention of Congress is viewed, that the estimated amount of the claims against the Government of the Southern States, chiefly those lately in rebellion, for services rendered previous to the rebellion, is not less than \$1,000,000. Many of these claims are for services rendered, but none paid, under a rule adopted early in the war, of not paying claims for services rendered prior to the rebellion. The question connected with

The closing of the war brought with it the necessity of restoring the normal state of the Southern States. No time was lost in offering to the Southern States all the facilities which they were in condition to accept. Special agents were sent to the States to work for restoration. The provisional Government was notified of the readiness of the Department to appoint Postmasters of the States as soon as they were advised of its desire to put the mail on all the railroads within their respective States as soon as informed by them to do so. The Government was notified that the companies proper parties to intrude with their transportation. All ap-

the service ordered at such rate of compensation as could be agreed upon.

It was further provided that revenues from the mail service in the South could be some time considerably less than they were previous to the war, the necessity of which was obvious from the fact that there were many instances of reduced service, and obvious. This required new classifications of rates of payment to rail and water, and to express and freight, and to express routes. Considerable reductions had been made in the maximum compensation to the first two classes of service, and the necessity of such reductions was generally appreciated by the contractors, and the mails are being transported at a reduced rate of compensation of the current fiscal year, and water till the 30th of June, 1880.

Great differences have been encountered on the land routes, and the maximum rates adjusted by the amount of service to be performed are equal to the rates of the other classes of service to the rebellion, except on certain routes.

Although the service has been restricted in all of the Southern States, it is not general as the department has desired to limit the class of persons to whom the privilege of receiving mail is extended because of the difficulty of procuring tractors and postmasters who can be trusted to deliver mail. The act of June 1903, which authorized the department to deliver mail by express to the Government during the rebellion as the condition of holding office and for the conveying of the mails, was not intended to be applied to the present case. It was addressed to the special agents of the department, embodying the principle that the postal service is being rendered in the South.

The Postoffice Department was established on the principle of defraying the cost of the service from the general treasury. The official history shows that its annual receipts have rarely equaled its expenditures. During the last year there was a surplus of \$1,000,000, but this was due to the fact that the appropriation for the service because no part of the appropriation franked matter has been drawn upon.

But so favorable a result cannot be expected.

the service in the Southern States, will promote proportionately small reductions in the expenditures of the Government in commercial and industrial interests in those States. It is hoped, however, that the temporary and that under their imperiousness as free communities, their contributions to the postal revenues will be reduced in proportion to the reduction in the postal expenditures.

Although, in view of the financial weakness of the Government and the large demand for postal expenditures in the Southern States, it is not probable that the Government will any present reduction of domestic postage, it appreciates the duty of the Government to lessen all postage reductions, and it is not probable that the Government to support itself from its income, and it perceives no reason why it should not be able to do so. It is, therefore, properly, aided by judicious legislation, a reduction may not be made to the minimum rate adopted by Great Britain.

Moreover, the hope is indulged that the experience of European governments

rates of international postage, which are greatly disproportioned to the necessities of the intermediate land and ocean routes, and the expense of the postal intercourse, commercial and political, between this country and all parts of Europe.

Among the many remarkable facts illustrating the progress of the people of the loyal States during the rebellion, almost every department of agriculture and commerce, and of manufactures, has no precedent in history, and founding the predictions of all having failed in the vicinity of the rebellion, and the ruin of the people, the increase of postal correspondence shown by the postal revenues, is not only a most striking and suggestive phenomenon, but a direct and demonstrative proof of this benefit previous to the rebellion from the States was \$3,518,000, of which the increase of \$3,000,000, of the receipt of the last year from the loyal States alone.

The revenue during the past four

with the receipts of the four years immediately preceding, which amounted to £1,000,000, the total revenue was £3,533,845, which has resulted from any considerable addition to the service, the ratio of receipts to expenditure being 100 to 104, and, with few exceptions, at any previous period.

A proper regard to economy in administration, and to the maintenance of the States of the Union, will enable the department to increase its usefulness from year to year in all its legitimate branches, and to be able to furnish the ability to fully perform its mission as the postal agent of the Government is greatly improved. The increased facilities for the carrying privilege, the extensive service upon routes established for other than postal purposes, and the receipts from the sale of unannounced newspapers, are all sources of revenue which are not to be overlooked.

However much the establishment of these routes is to be commended for its objects, in the interest of the people, and for the general of the country, it is not possible to see upon what principle they are wholly charged to the Government, and to those by whom they are

	Pay.	Rec'd. Excess
San. Lake City to	\$25,000.00	
Phoenix City to	200,000.00	175,000.44
Active in the		
Phoenix City to	50,000.00	4,288.77
Phoenix City to	200,000.00	180,711.67
The United to San	100,000.00	6,000.77
Lake		
Total	1,000,000.00	3,000,000.00

These are instructive facts, showing largely the revenue of this department is drawn upon for general relief of administration not properly charged to the postal fund. If it be so.

[Concluded on Fourth Page.]



## RIVER MATTERS.

**WILL. B. HAYS** **RIVER EDITOR**  
LOUISVILLE, DE. 7, 1891.

**ARRIVALS.**

St. Nicholas, Clin.: Geo. Lytle, Cincinnati; Willm. Hays, Evansville; Romo, Madison; Winkler, New Orleans; Pink Vase, Tark river.

**DEPARTURES.**

St. Nicholas, Clin.: Geo. Lytle, Cincinnati; Romo, Madison; Emmerl, Cincinnati.

**ARRIVALS.**

St. Charles, Clin.: United States, Clin.; Nick Louisville, Clin.: St. Louis, Mo.; Illinois, Arizona, Cincinnati; J. T. McCombe, Head; Silver Star, N. Or.

**DEPARTURES.**

St. Charles, Clin.: United States, Clin.; Nick Louisville, Clin.: Will. B. Hays, Evansville; St. Louis, Mo.;

Rowena, Memphis: Silver Spray, Cincinnati

[illegible]

that the Varble is building up with Tennessee r  
Captain Aiken is a hardworking man, and Joh

tripper, the clerk, works as hard, both on and off duty, as any other man in the city.

**How Here You Met Him**—This Bostonian was picked up by the police at the following points, this evening at 10 o'clock, from the Washington Hotel, 100 Washington street, near the corner of City Hall Square. He was going to the Courthouse, he declared, and he was going to see the judge. He was going to see the judge, he declared, and he was going to see the judge. He was going to see the judge, he declared, and he was going to see the judge.

**The Prisoner Will Be Back**—Remember the man who was picked up by the police at the following points, this evening at 10 o'clock, from the Washington Hotel, 100 Washington street, near the corner of City Hall Square. He was going to the Courthouse, he declared, and he was going to see the judge. He was going to see the judge, he declared, and he was going to see the judge.

**Fun at the Prison**—The Prisoner is a very good fellow, and he is very good at his work. He is a very good fellow, and he is very good at his work. He is a very good fellow, and he is very good at his work. He is a very good fellow, and he is very good at his work.

**Will You Be Back**—The Prisoner is a very good fellow, and he is very good at his work. He is a very good fellow, and he is very good at his work. He is a very good fellow, and he is very good at his work. He is a very good fellow, and he is very good at his work.

Chichester made the purchase.

[illegible]

—The Mattie has gone to the "boneyard" at E

[illegible]

That's a good place for pig-iron—over the left.

The new and strange old steam locomotive, which is the subject of the labels of hay from there and proceed with it to the coast.

On May 10, W. L. Murphy's workshop and Tom Jones' fishery yesterday day, with the...  
...was assembled to be launched at 11 a.m. to-day.

The old gristmill, Far Hindman is not...  
...will look quite new.

The C. K. Hildbrandt has purchased the...  
...of the Peoples Life...  
...the...  
...leaving Cincinnati every...  
...a.m.

W. L. Wagner was purchased...  
...People's Life of Louisville...  
...J. M. President, from the...  
...will be sold to the...  
...Mail Products Packet Company.

CAIRO, MISSOURI.

To Will & Henry, Dn.  
The Liberty will arrive Sunday and...  
...will be...  
...left THE TRADE THE SEASIDE MILE...  
...has abandoned her...  
...from Nashville to...  
...new error the trade between Evansville...

**ELECTION OF OFFICERS.**—At a meeting of the Board of Directors of the Atlantic and M...

[illegible]

